The Cairo Evening Bulletin.

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THE THROUGH GRAIN MOVEMENT—CAIRO AND ST. LOUIS.

In the transportation of the millions of bushels of surplus grain, grown in the northwest, to the sea-board, it is demonstrated that safety and economy require the adoption of the Mississippi river.

In the discussion of this subject the St. Louis 'Democrat' compares the cost and capacity of railroad and river transportation, and establishes in a most conclusive manner that the immediate use of the Mississippi as a channel for the grain trade of the northwest is suggested by economy, and that its ultimate employment for that end will assume the form of necessity.

The superintendent of the barge line informs the editor of that paper that their largest tow-boat can take eight barges to New Orleans, each barge being of 1,200 tons capacity. This is equivalent to 36,000 bushels of wheat and 3,000 barrels of flour to each, or 240,000 bushels of wheat and 24,000 barrels of flour for the entire tow. The tow-boat costs $30,000, each barge $8,000, or boat and barges $94,000. To manage such a tow the services of eleven men would be required.

Now the capacity of a railway freight car is 100 barrels of flour, or 350 bushels of wheat. To freight the contents of the tow, therefore, it would require 685 cars for the wheat and 240 for the flour; or 925 for both. Twenty-five cars form an unusual train, but taking that number as an average, we would have 37 trains, each carrying an engineer, a fireman, and at least four brakesmen. Total number of men for the 37 trains, 222.

Locomotives are changed at the end of every 100 miles run—engineer and fireman also. Now the distance hence to New Orleans being 1,100 miles, our number of locomotives must be multiplied by eleven, to arrive at the capital employed in *power* to move a tow of produce the same distance by land as we propose to by water. We have, therefore, 407 locomotives of a character that would cost at least $20,000 each. The freight cars would cost, say $1,200 each. Hence:

407 locomotives at $20,000, cost	$8,140,000
925 freight cars at $1,200, cost	1,110,000
813 engineers and firemen, at $2 per day, for five days	8,130
148 brakesmen, at $1 per day	740
Total	$9,259,380
One tow boat, at	$30,000
Eight barges, at $8,000 cost	64,000
Twenty men, five days at $2 per day	200
Total	$94,200

Into this calculation the cost of fuel has not entered, but it need not be urged that it is largely in favor of river carriage.

From these figures it may well be argued that when the vast area of tillable land in the northwest is cultivated, the hundreds of millions of bushels of grain must seek eastern or European consumers through the navigable waters of the Mississippi. It will be the mission of railroads to permeate every section of our habitable domain, carrying goods to the people and bringing back their produce to the banks of the rivers, there to be massed in elevators and warehouses, but from thence it must be transported in boats and barges to New Orleans—the last entre-pot between the producer and the consumer.

In this vast trade Cairo must become a central depot and point of departure of the greatest importance. The Wabash, the Green river, the Cumberland and Tennessee valleys will, through the use of their steamers that are unfitted for the navigation of the Mississippi, empty into our warehouses their great wealth of surplus corn, wheat, pork and tobacco; the fertile territory traversed by the Cairo & Vincennes and Cairo & Fulton railroads will pay their rich tribute, while all that limitless area lying beyond St. Louis and drained by the Mississippi and Missouri, is looked to with an "eye of faith" that cannot be diverted. When the river hence to St. Louis is locked by ice or obstructed by sandbars, millions of bushels of grain in that region are seeking market, and will flow in immense volume to this head of "uninterrupted navigation" over the Iron Mountain and Cairo & St. Louis railroads, and such other railways as the increasing magnitude of the trade shall, from time to time, call into being.

The natural and economical route for the agricultural surplus of the territory drained by the upper Mississippi and its tributaries, is unquestionably that river itself. The impossibility of railroad competition is demonstratable. A fact of equal certainty is that that point from which vessels of large tonnage may float at all times and seasons, is the point that *must* become the great distributing focus or center for that territory. To insist that Cairo is not that point is to combat one's own senses and deny a truth that is confirmed by every returning summer or winter. This being true, it should be the common purpose of Cairo and St. Louis to claim our own from Chicago; to wrest from her the west-Mississippi trade which she burdens with an undue cost of carriage, and to turn it into that way that was channeled for it by the hand of the Almighty. In this great work St. Louis may become an efficient co-worker, and in doing so establish herself as a Milwaukee to our Chicago or a "Manchester to our Liverpool." The suspension of navigation could be almost cured by the construction of railroads hither, and to this work the enterprising and liberal minded men of that city should heartily lend themselves as occasion might demand.

Rivalry and distraction must not prevail. The people of Cairo are not chargeable with that arrangement of nature that places St. Louis above the constantly navigable waters of the Mississippi, and this fact should be given proper weight. It behooves St. Louis to make the most out of her position, and not to berate Cairo because of nature's extra munificence towards her. It is ungenerous, not to say peevish, to "snap and snarl" at Cairo because of a condition of things she had no part in framing. Let's done with this, and as one man "move upon the works" of Chicago. It will not do to assail her in platoons. Capital and influence have too well fortified her. Our forces must be determined and united. By such means we shall succeed, and St. Louis, straightway, will become the principal feeder of Cairo, which then will be the great grain market and depot of the Mississippi valley.

NEWS PARAGRAPHS.

[Collated from our latest telegrams.]

A New Surratt Farce.

Late intelligence from Washington is to the effect that during the past few days several witnesses for the United States have been before the grand jury at the instance of the district attorney, for the purpose of giving evidence on which to found a new indictment against John H. Surratt. Among those examined were Bronze Stabler and the colored woman Susan Ann Jackson.

Inauguration Day.

An estimate of the probable number to be in Washington on inauguration day may be formed from the fact that one of the principal hotels has arranged for all its rooms against that occasion already, and that more than two hundred letters of application have been received since its accommodations were exhausted.

Slaughtered Indians.

A mr. Boudinot, a representative of the Cherokee and Chickasaw nations of Indians is in Washington and has submitted a statement to commissioner Taylor that several of the Indians of these tribes, who were soldiers of the union army during the rebellion, were slaughtered by general Custar on his recent raid on the camp where so great destruction was indulged in. He asks an examination of these facts. He states that the Indians he represents are opposed to the transfer of the Indian bureau to the war department, and are in favor of its creation into a separate department.

"The Dickens."

Horace White, of the Chicago Tribune, publishes a card to the world, speaking very favorably of Mrs. Augustus Dickens. He says Augustus Dickens was a brilliant scapegrace, who abandoned his own wife in England and ran away to America with Bertha Phillips, daughter of an insurance agent in London, a young lady of many attractions and accomplishments. She was treated by her own parents as mrs. Dickens, and received a small bequest, in her father's will, as Mrs. Bertha Phillips Dickens. It is easy now to see why Dickens could not visit Chicago. If he had done so, he must either have recognized Mrs. Bertha Phillips Dickens, to the injury of the other Mrs. Dickens, or, by his refusal to do so expose her to contumely. It is easy to see, also, why he contributed nothing to her support.

Cincinnati Statistics.

During the year ending January 1st the total receipts of the city treasury were $2,878,590 88; expenses during the same time, $2,568,729 74, leaving a balance in the treasury of $309,771 13. Of the receipts $1,715,224 47 was from taxes. The total indebtedness of the city is $4,390,000, an increase of $931,000 during the year.

The total number of alarms of fire is 190. Of these 89 involved material loss, 51 trifling loss, and 40 no loss at all.

During the year 2,592 marriage licenses and 1,965 naturalization papers were issued.

The total number of cases tried in the police court was 7,646. Of this number 1,781 were sent to the work-house. The total amount of fines and costs collected is $20,908 35.

The receipts for licenses issued by the mayor amount to $33,830 50.

The total number of arrests made by the police force is 8,510.

The total number of deeds recorded was 5,209; mortgages 3,180 and leases 901.

Locomotive House-Smasher.

Thursday afternoon a passenger train approaching the city of New York on the New Jersey Central railroad, was thrown from the track, at Spruce street, while at high speed, and ran into a frame house, completely demolishing it, and doing much damage to the cars.

The Panama and Suez Ship Canals.

Caleb Cushing having gone to Bogota to hasten the treaty which our government is making for the right of way for the canal across the Isthmus of Darien, there is hope of the grand canal. The Union Pacific Railroad cannot perform the vast transportation which is to take place over a central continent of the world. The ships and especially the steamers, that take their cargoes on the shores of China and Japan, will not all run to San Francisco. Some will make an entrance into the Atlantic, and come to the ancient centres of American commerce on our eastern waters, while others will carry their freights direct to Europe. The channel through which this trade will be largely carried, must be ship canals around the Isthmus of Darien that shall connect the waters of the Atlantic and the Pacific ocean. Let it be built by American capital, guarded and made secure and open to all the world. By this route for ships a way will be opened so as to reduce by more than one-half the voyage from New York to Canton. This narrow strip of land, less than fifty miles in width, has been crossed by a railroad for over ten years, but the time is at hand when it must be opened for ships of the largest burden.

The ship canal across the Isthmus of Suez has been ten years in progress, and will be finished in 1871. Water has already been let into a part of it, even before it is dredged to its fullest depth, and some of the smaller gunboats of the British navy passed through it on their way to join the expedition to Abyssinia. More recently a small French vessel, and within a few weeks past, an English craft of moderate dimensions have crossed from the Mediterranean to the Red sea through the yet unfinished Suez canal.

It is 100 miles in length, and already navigable without much hindrance for 50 miles. The cost is said to be £200,000 every month, and the laborers engaged in its construction at different points number 30,000. Its width is to be 100 yards at the surface, and its final depth is to be 25 feet, and it is to be capable of affording a transit for vessels of 2,000 tons burden. When completed it will be the most important work of intercommunication which has been constructed in the Old World during the present century.

DEEDS OF THE DAUNTLESS.

CLOSING SCENES OF BUENA VISTA.

The Mexican cavalry under Torrejon, skirted the mountain's base and made their way to the farm after which the battle was named, and to which the forces of Marshall and Yell had retired. Seeing the danger to which those forces were destined to be subjected, general Taylor dispatched all the cavalry that could be spared, under the gallant May, to reinforce that point. Thereupon Torrejon fell back, and May returned to his original position on the plain. As if he had taken his lesson in tactics in warfare from the tick-tacks of a pendulum, or the back and forth movements of the chess-board, Torrejon again advanced. This time he was not left to amuse himself in this way, without interruption. The American volunteers received him with a scattering fire. This, however, scarcely could be said to have checked him in his ultimate purpose. Confident in the power of his greatly superior numbers, he pressed onward toward the hacienda or farm-house. But there he found a check, although it cost the Americans the loss of colonel Yell, who fell in a dauntless charge at the head of his brave men. Torrejon, himself, was wounded. At this juncture May again appeared upon the scene of conflict—this time with two of those pieces of "flying artillery" which the Mexicans had been taught to dread in the very first engagement of the war, by which the enemy's columns were divided and scattered as chaff before the wind.

Meanwhile on the plateau, or plain, the battle had gone on uninterruptedly under a well-sustained cannonade, and this under the fire of a Mexican battery of heavy guns posted upon a commanding ridge.

At the same time, a severer conflict was progressing on the east side of the valley. One of the Mexican divisions, retreating from the Buena Vista farm, had united with a heavy force which had been sent forward by Santa Anna, with orders to make its way by the extreme left to the Americans' rear. But May was again on hand, most timely—now with the dragoons of his own command and a portion of the Indianians and Illinoians, and some artillery and additional dragoons, which the watchful commander-in-chief had sent to his aid, together with some of the volunteer cavalry.

The retreat of the Mexicans was now cut off by May's command, and they were driven back against the foot of the mountain. Inextricable confusion resulted to them. Fortunately colonel Bragg advanced with "a little more grape" (to quote one of Old Zack's familiar appeals to this dashing and unsparing fighter) and poured his fire upon them at short range and rapidly. Now, according to authority, the shot tore and crashed through the bewildered multitude most fearfully. Those nearest the mountain endeavored to escape the fury of the bloody storm by scaling its rugged sides. But few succeeded. The whole Mexican force—at least five thousand strong—became at once utterly unmanageable and helpless. The wounded and dying were increasing at terrific rate, while the rearing and plunging horses, frantic with terror or mortal pain, greatly added to the terror of the scene, and made the confusion worse confounded. A few minutes more and they would have had no other recourse than laying down their arms. But at this fearful juncture a white flag was espied approaching from a most unexpected quarter—the position of general Taylor himself. Of course, when it came near, the artillery ceased their fire.

The occasion of this display of the white flag, is this: Three Mexican officers had appeared before Taylor, as if for a parley. They alleged that they bore a letter from Santa Anna. When asked what they desired, the reply was: "The surrender of the Mexican army," and they asked to urge it upon Santa Anna. Not suspecting any trickery, general Taylor acceded to their request. Accordingly the white flag referred to had been sent to colonel Bragg, with an order to cease his destructive fire, as the Mexicans were about to lay down their arms.

General Wool was, at the same time, sent in company with the petitioning Mexican officers to Santa Anna's headquarters. But he took good care not to be seen (!). Seeing that the Mexicans continued their fire despite the appearance of the flag of truce, although the Americans had recognized its full meaning and ceased to fire, general Wool took the responsibility of declaring the pretended conference at an end, and returned to his position.

Under the protection of the flag of peace, the sending of which had been so treacherously procured, the imperilled Mexicans crept along the Mountain, out of harm's way, and joined their comrads of their main army south of the plateau.

Not only had Santa Anna, by this piece of characteristic treachery, extricated several thousand of his otherwise helpless men, but he also learned the actual numerical weakness of his foe, at that position, through the three officers, who were simply spies.

Santa Anna now took a degree of hope that encouraged him to make a renewed effort to retrieve what he had felt to be a failing cause, and concentrated his men for a final assault upon the American center.

For a time he met with partial success. To prevent this from becoming complete, there was struggle after struggle made by the Americans—hardly exceded, for forlornness of hope, by any others of the war. For example, colonel O'Brien stood out almost alone against a perfect avalanche of soldiery, before whom the volunteers had been sent whirling in toward the position of his battery, trusting to their overwhelming numbers for success. Gunners stood to their guns even after there was not a horse left to draw them, to say nothing of infantry support, of which there had been none for some time before. Nor did they abandon them to the Mexicans until death and positively disabling wounds compelled it. In fact, not an officer or a man remained unharmed when they were finally surrendered.

A portion of the American volunteers having taken refuge in a deep ravine, the Mexicans planted batteries on the hights, and plied them with an unceasing fire of shot and shell, while their infantry rushed upon them there, and murdered the wounded Fort Pillow fashion. It was in this portion of the fearful work of the day that Henry Clay, Jr., son of the distinguished Kentucky Statesman, met his death, together with McKee, Hardin, and great numbers of other heroic men.

But their sacrifice was not destined to prove fruitless. The crisis had been reached. The battle had already lasted eight long hours, and the next was one of fearful suspense to general Taylor. But he was a soldier, of whom it was said, in reference to this battle, that he did not know when he was whipped. Besides, he had a Sherman, a Bragg, a Washington, and a Lane still left among his officers—not forgeting Davis (Jeff.), to whom we did justice in our last sketch. Unable to carry the pass for which they were contending, as their last chance of success, hope suddenly deserted them, and they wildly fled the field. And with their flight ended the battle of Buena Vista.

Desperate Shooting Affray—Four Persons Killed.

From the Memphis Avalanche.

A gentleman who reached this city from Chattanooga yesterday has placed us in possession of a few particulars of a tragic affray at Sale creek, thirty miles from that city, a few days since.

Mr. Beane, a school-teacher, attempted to whip a boy named Hutchinson, who resisted and left the school. The following day Hutchinson's father withdrew all his children from the school.

A day or two afterward young Hutchinson, accompanied by his brother and a man named Smith, visited the school-house for the avowed purpose of chastising the teacher. Not finding him there, they repaired to his residence. He saw them coming, and anticipating the errand, armed himself, as did also mr. Moore, who happened to be at the house.

Upon their arrival the Hutchinsons said they intended giving him a "thrashing." Mr. Moore remonstrated, when Smith drew a pistol and shot him dead.

This was the signal for all producing pistols. The teacher, Mr. Beane, shot and instantly killed Cyrus Hutchinson, brother of the schoolboy. He had scarcely fired before Smith, who had just killed Moore, fired another barrel of his repeater at Beane. The ball struck, but failed to immediately disable him. Beane then turned on Smith and lodged three balls in his body, inflicting wounds which resulted mortally in a few moments. Twenty minutes after the affray commenced, Beane, Cyrus Hutchinson, Moore, and Smith lay dead on the ground, within a few feet of each other. Hutchinson's brother was the only person who escaped unhurt.

TAXES FOR 1868.

The tax book is now in my hands and I shall immediately proceed to the collection of the taxes charged therein. For that purpose I shall attend at my office in the court house from half past 1 o'clock, p.m. until 4 o'clock, p.m., each day. L. H. MYERS,

Sheriff and ex-officio collector Alexander county.

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